

HUMAN FLYERS



"BRAVO!" yelled the impressionable Frenchmen, when Henri Farman, in his aeroplane, heavier than air, made a measured kilometer, turning the stakes on the grounds of the Aero Club of France, just outside of Paris, and landed back at the point where he started.

He had won the Deutsch-Archdeacon prize of 50,000 francs—\$10,000! This was January 13 last.

The Frenchmen shrugged their shoulders. There was to be no more sport in aviation—the final prize had been won. Why should other persons risk their lives now? Farman had turned the trick. Everybody else was distanced. There was no more advantage to be gained.

But in a twinkling the whole aspect of things was changed. Andre and Edouard Michelin, the French millionaires, came forward, wrote a formal letter to the president of the Aero Club of France and more than quintupled the Deutsch-Archdeacon prize.

Two hundred and sixty thousand francs for the men who can fly machines heavier than air—\$52,000.

But best of all, the contests do not necessarily have to be held in France. America has a good chance of holding one or more—it needs only an Aero Club of official standing to act as judge, and the contest may be held here in the United States.

CHIEF of these is the Aero Club of America with headquarters in New York, which is associated with the international organization, and there are clubs in Boston, Philadelphia, Chicago,

cup and special prize which are to be bestowed upon an apparatus heavier than air.

"1—The cup will be in the shape of an object of art of not less than 10,000 francs in value. It will be endowed with the annual sum of 15,000 francs for ten years.

"2—A special prize of 100,000 francs.

"These prizes will be given under the following conditions:

"Annual Cup—Each year before January 31 (except for the year 1906) the Aero Club will fix the program of the contest, which will close the first of January following. It will decide the dimensions of the track, the turning points, the heights, etc., and all the conditions under which the flights will have to take place along the track, which must be a closed circle. The winner will be the flyer who, by midnight of December 31 will have made the greatest distance on the given track, either in France or in one of the countries affiliated with the Aero Club. This record, to be valid, must be confirmed by the International Federation of Aero Clubs.

Double the Distance Each Year.

"The distance should be, each year, double that of the previous one traversed by the winner. The winner of the cup for 1906 should make at least double the distance made by Henri Farman in his latest record of January 13.

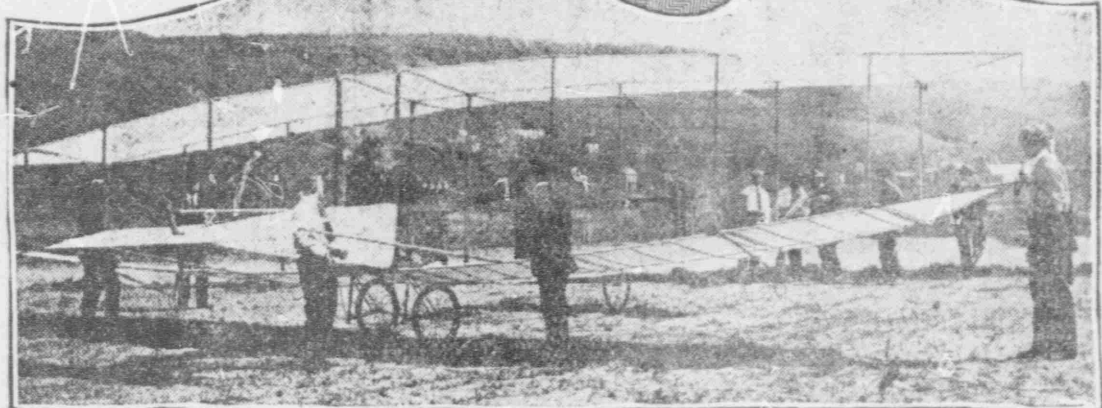
"This cup will be intrusted each year to the Aero Club of the country, where the established, confirmed record has been beaten by the greatest distance.

"The prize of 15,000 francs will be awarded to the victorious aeronaut.

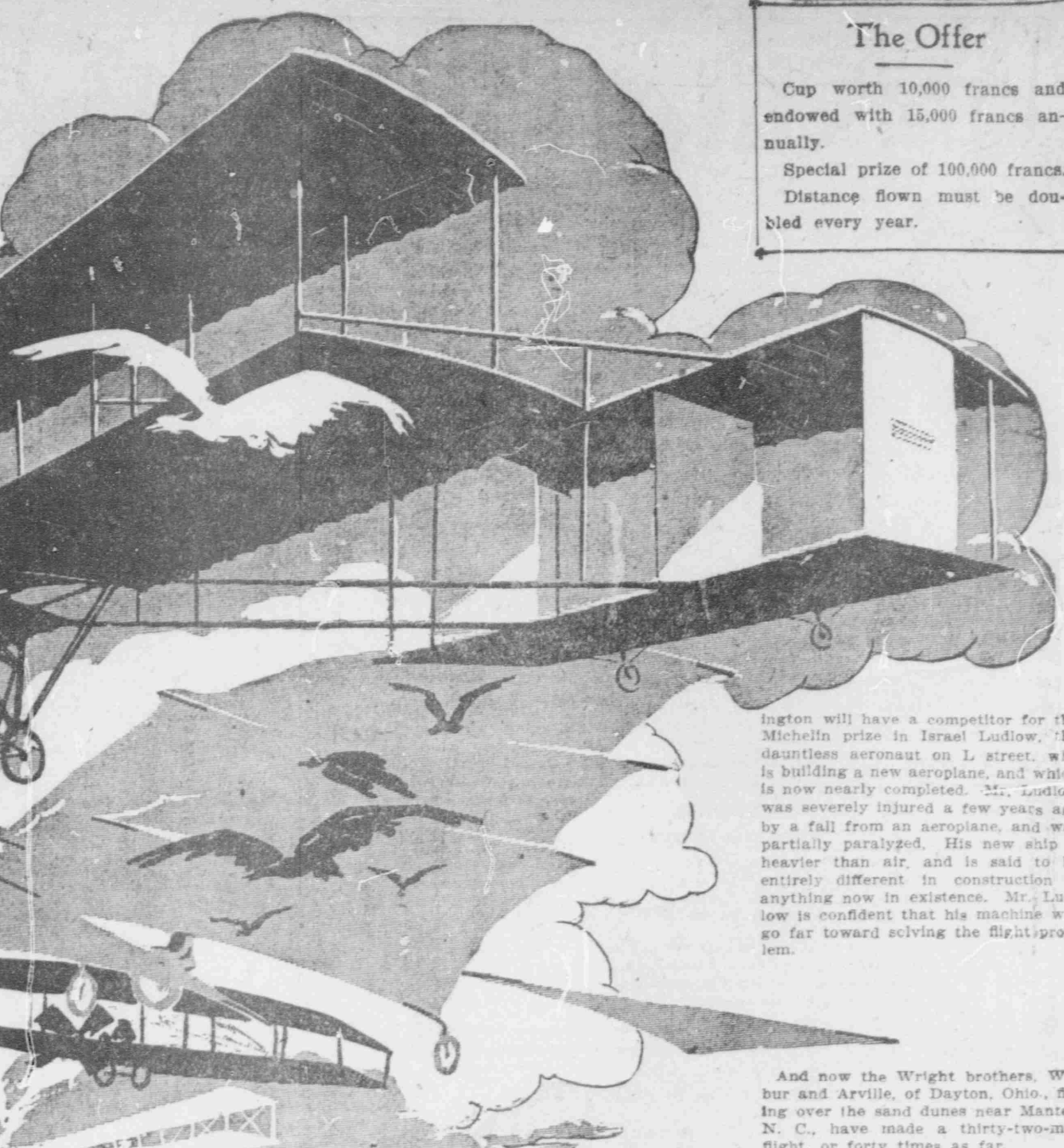
"If in any year the cup is not awarded, the Aero Club which has held it



M. A. MICHELIN
WHO OFFERS THE
PRIZE OF
\$52,000



THE BALDWIN
AEROPLANE.



ington will have a competitor for the Michelin prize in Israel Ludlow, the dauntless aeronaut on L street, who is building a new aeroplane, and which is now nearly completed. Mr. Ludlow was severely injured a few years ago by a fall from an aeroplane, and was partially paralyzed. His new ship is heavier than air, and is said to be entirely different in construction to anything now in existence. Mr. Ludlow is confident that his machine will go far toward solving the flight problem.

And now the Wright brothers, Wilbur and Orville, of Dayton, Ohio, flying over the sand dunes near Mantoloking, N. C., have made a thirty-two-mile flight, or forty times as far.

Nobody knows very much about the aeroplane of these men of mystery. The reason is not hard to find—they don't want any one to know.

Of course, the news of these prizes has stimulated everybody interested in flying machines in this country. The Aero Club of America has taken up the Michelin prizes and if some of the distance flights are not held on this side of the Atlantic, the members will be extremely disappointed.

Reason for Offer.

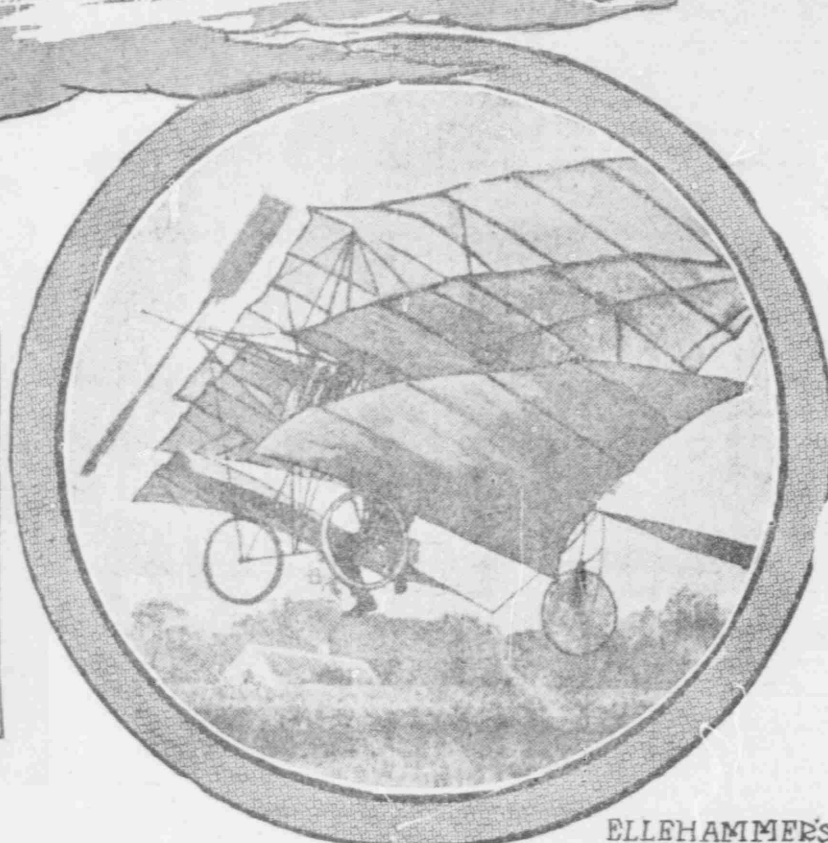
And why do the generous Michelines give the prizes? The answer is simple. They are the manufacturers of automobile tires. To reduce the weight of the auto means to lengthen the life of its tires. To achieve that result now, the automobile engine must be made lighter in weight.

"That is why we have offered the prizes," said Edouard Michelin, in Paris, president of the Michelin Tire Company. "We recognize that the aeroplane will contribute to the advancement of the motor car by reducing the weight of the engine. Today we have motors that weigh but two kilos per horsepower. Tomorrow it may be but a kilo and a half. And who shall say where it will end.

"Reduce the weight of the automobile one-third and you lengthen the life of the tire by one-half."

Now for the tests! It won't be long before the aeroplane, the machine heavier than air, will be essaying flights as far as the automobile travels today.

The first Michelin prize was won within a week after it was offered. Who gets the second? May it not be an American? Who knows?



ELLEHAMMER'S
DANISH
AEROPLANE.

Motherly Love Among Society Matrons

(Continued from First Page.)

ing that she should be the one to inaugurate this new and most radical change in fashion.

She is a healthy-minded American girl who thinks that the sun rises and sets in the young grandson of the Chief Justice of the United States, and she may be seen almost any morning about 10 o'clock in the vicinity of Lafayette square and the eastern end of Connecticut avenue, wheeling little Mr. Mason in his carriage, and she disdains to be attended by either footman or nurse girl. She is generally attired in a dark walking skirt, with a white shirt waist, and is a very girlish looking mother.

Another Domestic Matron.

Another very domestic young society matron is Mrs. B. R. James, wife of the attaché of the British embassy. The Jameses have three delightful children, the oldest of which is now enrolled in a fashionable girls' school in Washington. Every morning and evening the mother and daughter may be seen walking to and from the school, although the distance is considerable. Later in the morning Mrs. James may be seen along the promenade with her two younger children. A trim maid accompanies them, but only to care for the perambulator when the young mother wishes to romp with her second eldest in one of the parks.

Mrs. James is devoted to her children, and insists on training them herself without the assistance of a governess. She is a most attractive young woman, with a mass of shining golden hair and a beautiful pink-and-white complexion, both of which her children have inherited. Very often Mr. James will accompany his wife and children in their promenade, and then it is hard to find a more attractive family group on the avenue than they. Mrs. James is the daughter of Lord Shuttleworth,

and was one of the social leaders in London before her marriage.

Another young mother who is truly American and is devoted to her baby is Mrs. William Loeb, Jr., wife of the Secretary to the President. Not a little of her time is taken up with social duties incumbent on her as the wife of the President's secretary, but still she manages to find time to shower much attention on little Willie Loeb III.

President's Godfather.

Every morning she bathes and dresses the child, who, by the way, has President Roosevelt for a godfather. Still another truly American mother is Mrs. Richmond Pearson Hobson, whose husband is a member of Congress from Alabama, and was the hero of the Merrimac incident in the Spanish-American war.

Then there is Baroness Mouchet, wife of the minister from Belgium and daughter of Minister Clayton, who represented this country in Belgium for several years. The baroness is one of the handsomest women among the younger set in diplomatic circles, and she is devoted to her two young children. She, too, is out along the fashionable thoroughfares on a pleasant morning with her little ones and joining in the gay parade.

Madame Corea, wife of the minister from Nicaragua, and who was Miss India Belle Vedder Fleming, daughter of the late Col. and Mrs. Robert I. Fleming, is another wife of a foreign minister who is devoted to her baby, and spends nearly all of her mornings with the little one that is her dearest possession. The girlish wife of the minister from Peru, Madame Felipe Pardo, is still another first lady of a legation that is devoted to her child, a five-months-old daughter. She always has a nurse in the native Peruvian garb, in attendance, but the most of the baby's wants are attended to with her own hands.

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Next to the Americans, the English women lead in the devotion to the "baby fad." Mrs. Grant Watson, wife of the third secretary to the British embassy, is often spoken of as one of the most devoted mothers in Washington. The time has been known when she has left a theater in the midst of a performance or a social function in the height of gayety because she had a feeling that her baby wanted and needed her.

Other Baby Devotees.

Mrs. R. S. Symes, who was Miss Anne Hitchcock, and was noted for her philanthropic work among children and the aged, is a most devoted mother. She now has a little one all of her own, and she is frequently a member of the parade and wheeling her own baby carriage. Another very devoted mother is the Baroness Hengel-muller von Hengevar, wife of the privy councillor to the Austria-Hungary embassy. She has a pretty little daughter, Mila, now five years old. She always accompanies her mother in her walks and drives, and frequently on her morning calls.

These are a few of the society matrons who have hearkened to the mandate of Dame Fashion for increased domesticity among the ultra-fashionable. Scores of others in the diplomatic, official, and legislative sets could be mentioned who have bowed before the inexorable autocrat, and welcomed the new order of things with open arms, so to speak.

However, all this does not mean that the young matrons have given up all thoughts of bridge, luncheon, receptions, and other mid-day festivities. Far from it! They still attend these functions, but they take their babies along with them.

go, St. Louis, San Francisco and other cities.

The flights for distance can be held anywhere under the conditions imposed by the Michelines; all they ask is that a recognized Aero Club take charge. So it won't be long before right here in this prosaic twentieth century land of ours we may be seeing aeroplanes curveting through the air for the Michelin prizes.

It seems only the other day that the bicycle was a marvel. Yesterday the automobile was a crudity. Today both are nearing perfection and the automobile that everybody laughed at ten years ago is the swift monster of the road today.

"Who shall say?" asks M. Michelin, "that the aeroplane that can fly a mile today may not travel a thousand miles ten years hence. At any rate, I expect to see it. I believe it can be done."

Offer of the Michelines.

"So, when they thought the time ripe the two brothers wrote this letter to the president of the Aero Club of France:

"Dear sir: Being desirous of contributing to 'aviation' (the science of flight), the new industry, one more which saw the light of day in France, we take pleasure in offering you a

up to that time will retain it, and the 15,000 francs will be added to the same sum the following years.

"The victor of the tenth year will become the owner of the cup, and a facsimile of it will be handed over to the Aero Club of the country in which the record was made.

"The trials are to be made in France under the auspices of the Aero Club of France; abroad, under the control of the Aero Club of the country where the races are held, on condition that the club is affiliated with the Aero Club of France, and under the conditions above mentioned.

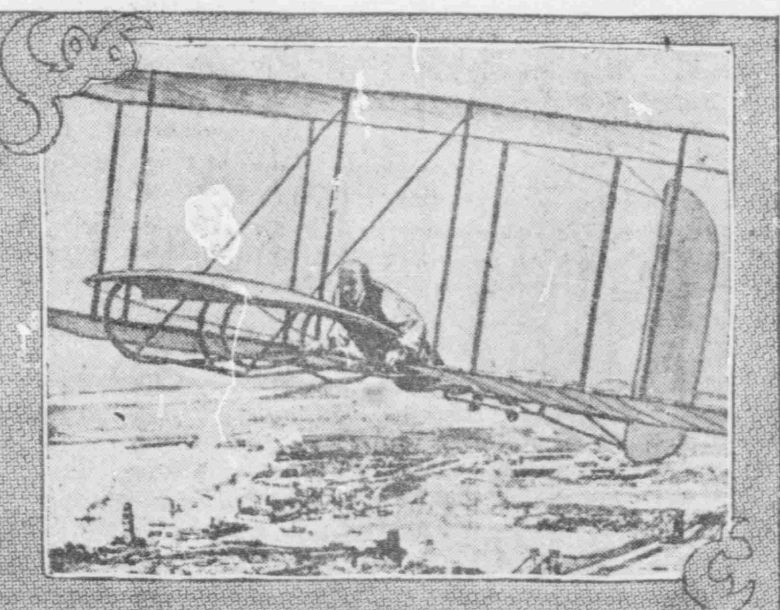
Special Prize Offered.

"Special prize—If before January 31, 1906, a flyer, piloting his two-seated machine, occupied, gains this record, confirmed by the Aero Club of France:

"Flying from a given place in the Department of the Seine, or that of Seine and Oise, turning the Arch of Triumph in Paris, then around the cathedral at Clermont-Ferrand, and settling on the summit of the Puy-de-Dome, 1,466 meters high, and in the less than six hours counted from the Arch of Triumph to the summit of the Puy-de-Dome, a prize of 100,000 francs—\$20,000."

These, then, are the prizes that Americans—or anybody else for that matter—may compete for. Farman has made his kilometer—about three-fifths of a mile, only to quadruple that distance two weeks later.

It is not at all unlikely that Wash-



WRIGHT IN HIS FAMOUS
GLIDER.